

CENTRAL INTELLIGENCE AGENCY

## REPORT

CD NO.

25X1

DATE DISTR. 21 October 1955

NO. OF PAGES 2

NO. OF ENCLS.  
(LISTED BELOW)

25X1

SUPPLEMENT TO  
REPORT NO.

25X1

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**CLASSIFICATION**

Approved For Release 2008/10/31 : CIA-RDP80-00810A008200440004-2

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## CLASSIFICATION

**CENTRAL INTELLIGENCE AGENCY**

## REPORT

# INFORMATION REPORT

CD 100

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**COUNTRY**

# East Germany/Poland

DATE DISTR. 21 October 1955

**SUBJECT**

1. Polish-East German Agreement on  
Railroad Bridge Construction
2. Miscellaneous Polish-East German  
Railroad Information

NO. OF PAGES 2

**PLACE  
ACQUIRED**

**NO. OF PAGES**

DATE OF INFO.

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1. The Polish and East German governments have agreed that all railroad bridges spanning the Meisse River will henceforth be maintained by the Polish government. In addition, the Poles will build any new bridges over the Meisse. The bridges near Bober and Queiss thus fall under Polish jurisdiction. The East German government has assumed similar responsibilities for bridges spanning the Oder River.
2. For some time East German freight trains have been taken only as far as Horka by East German crews. In the past, the crews were allowed to take the trains as far as Weglinde (Kohlfurt) but now Polish crews take over the trains in Horka. Very few trains are currently in service along this route. The Poles are reportedly balking on shipment of coal to East Germany since East Germany is behind in payments for coal already delivered by Poland. As a result, East Germany has been forced to utilize raw brown coal and briquettes to fire her locomotives since October 1954. The irregular heating properties of this type of fuel have caused heavy damage to the fire boxes of East German locomotives, including scorching and tearing. Repair materials, especially copper, are unavailable. Since January 1955, of twenty-five locomotives made available to the Goerlitz yards, twelve have been declared mechanically unfit for service. Railroad personnel, having learned from the experiences of less fortunate employees accused of sabotage, now demand that their equipment be withdrawn from service once it becomes evident that the machinery is due for breakdown. The accusation of "sabotage" is made readily by rail officials to cover up the deficiency in materials and their own lack of ability. This accusation is often used to excuse the wearing out of axle bearings, when in reality the rapid deterioration of the bearings can be tied directly to faulty construction materials.

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